

DYNAMITEN THE BATHROOM.

BOARDER FINDS SIX STICKS IN A DISCARDED TUB.

He Also Hunts Across a Package Containing Party Cartridges—To the Bureau of Combustibles in a Pull of Water—'Couldn't Explode, Says the Inspector.

George Witham, one of the boarders in good standing at Mrs. Peters' boarding house, 205 West Eleventh street, indulged his curiosity last Monday night by standing on a chair in the communal bathroom of Mrs. Peters' establishment and peering over the edge of a discarded bathtub which hung from the ceiling. He found inside a dust package, which he carefully threw to the floor. After he had climbed down from the chair he opened the wrapping and found within six sticks of dynamite bound together with a piece of insulated wire.

Witham measured with his eye the distance he had dropped the greasy sticks and wiped his brow. That was about the closest shave George thought he had ever had.

In another package which he had brought down with him after dropping the giant powder the young boarder found forty cartridges of .38 caliber. He placed the two last side by side on the floor and went to get a drink of water, for he had a parched mouth.

Mrs. Peters' boarder is a discreet young man, and consequently he did not immediately put his head out of the bathroom window and call for the police. He knew that the police would not be within hearing distance, and then to do such a thing would be to arouse the whole household and fill the rest of the boarders with consternation. So he carried the six sticks and the cartridges to his room and slept.

Yesterday morning he took Mrs. Peters aside and broke the news of his find as gently as possible. Mrs. Peters feigned an admirable calm until her boarder had left the house, then she sent Willie out and he found Policeman Joseph Flynn of the Charles street station.

When Policeman Flynn was introduced to the dynamite he immediately requested Mrs. Peters' boarding house for a pair of water and into that he introduced the six yellow sticks. He carried the pair to the station, walking straddle legs and holding the pair well away from his legs. Meanwhile the neighbors, hearing that an attempt had been made to blow up all of Greenwich village, hastened to condole with Mrs. Peters and to congratulate her on her narrow escape from instant transmigration.

At the station Sgt. Foley took a long distance examination of the contents of Flynn's pair and immediately summoned the patrol wagon.

"Take the evidence around to the Bureau of Combustibles," commanded the sergeant, "and tell Inspector Wolf, with the compliments of Charles street station, that we have no more at home like this."

Slowly, very slowly did that patrol wagon drive around to the Bureau of Combustibles. Policeman Flynn sat with the pair gripped gingerly between his knees and perspiring freely. When they went over bumps the water washed over Policeman Flynn's knees, but he minded it not. He kept his eyes glued on the bobbing package of dynamite within and did not even relax his gaze to get a view of the scenery.

Inspector Wolf took one look at the threatening bundle of yellow sticks and then allowed his official mouth to relax in a smile.

"Why, there are no caps to those things," said the inspector. "They wouldn't go off if you hit them with a brick. Anyway, the powder is too old to do any damage. There is no more danger here than in peppermint stick candy."

Policeman Flynn made a report of the inspector's kind words to Sgt. Foley.

"Well, it's just as well he didn't ask you to bring the stuff back with you," was Sgt. Foley's comment.

The sergeant afterward detailed two detectives to run down the possible chain of circumstances which had resulted in six sticks of dynamite being in Mrs. Peters' communal bathroom. Mrs. Peters could not remember that any tunnel workers had ever lived under her roof, nor could she recollect that anybody had ever threatened to remove the boarding house at 205 West Eleventh street suddenly and without warning.

OUR BAR AND THE ENGLISH.

Mr. Choate Compares Them and Condemns the Contingent Fee.

ALBANY, Jan. 15.—Joseph H. Choate presided today at the annual meeting of the State Bar Association, devoting his annual address to "The English Bar." He spoke entertainingly of differences in the practice between England and this country.

"The chief cause of detraction from our absolute independence and disinterestedness as advocates," he said, "is that fatal and pernicious change, made several generations ago by statute, by which lawyers and clients are permitted to make any agreements they please as to compensation, so that contingent fees, contracts for shares, and even contracts to pay all the expense and take half the result are permissible, and I fear not uncommon."

"How can the courts put full faith in the sincerity of our labors as aids to them in the administration of justice if they have reason to suspect us of having bargained for a share of the result? The individual advocate can persistently refuse to follow such practices or to take a contingent fee or a share in the controversy, and I am old fashioned enough to wish that every member of the profession who aspires to leadership would take such a stand, and to believe that if he did so it would promote his reputation and success in true professional distinction."

Mr. Choate thought that the amount of litigation must be less in England than in New York in proportion to the population, while the financial rewards for the profession in the two countries he considered were probably about equal.

"My conclusion, from a fair knowledge of both countries," said Mr. Choate, "is that in the law, as in every other element of our civilization, each nation has yet much to learn from the other, and that to that end we ought studiously on both sides to cultivate more frequent and constant intercourse and a better knowledge of each other, and no profession can do so much as ours to bring about this happy consummation."

The association voted to appoint a committee composed of one member from each judicial district to investigate and report upon abuses of contingent fees.

The association adopted a resolution, introduced by William B. Hornbrow, providing for a committee of five to support bills in Congress to make the salaries of Federal judges equal to those of the judges of the highest appellate courts in the State in which the judges respectively reside.

A number of papers dealing with various phases of legal knowledge were read. The annual address was delivered this evening in the Assembly Chamber by Judge Jacob M. Dickinson of Chicago. His theme was "Centralization by Construction and Interpretation of the Constitution."

Judge Dickinson discussed the doctrine announced by the President and Secretary of the Government, not by amending the Constitution, but by judicial interpretation and construction of the Constitution and its revolutionary and dangerous character as a usurpation of power. He instanced several cases in which he considered that the Constitution had been "exploited as never before." No power recognized as belonging to the States could ever be taken away by Governmental action, he asserted, but only by the people and in the way they had foreordained. He urged a general revival of a knowledge of the Constitution. The association rejected Mr. Choate's proposal for the ensuing year.

NEW MOVE IN FIGHT ON BAILEY.

Texas House Demands Documents on Which Charges Are Based—Cheers for Senator.

AUSTIN, Tex., Jan. 15.—The Bailey investigation situation took a new turn in the House this morning. The move was made by the anti-Bailey contingent and was a complete surprise to the Bailey champions. It was in the shape of a resolution, calling upon Attorney-General Davidson to turn over to the House all of the papers, drafts, documents and other facts in his possession relating to the alleged connection of Senator Bailey with the Waters-Pierce Oil Company, the Standard Oil Company or H. Clay Pierce. Mr. Davidson is now in the city in writing from what source he obtained the documents.

The Bailey supporters did not oppose the resolution. Mr. Davidson said to-night that he is ready to comply.

The anti-Bailey leaders are in high spirits over the adoption of this resolution. John Duncanson, an anti-Bailey leader, said this evening that it meant the certain defeat of Mr. Bailey. "When the import of the documents which Attorney-General Davidson now has in his possession is made public a sensation will be created throughout the State and wherever Mr. Bailey is known," he said. "The Bailey supporters do not realize what they did when they voted for that resolution."

There is much speculation as to what effect the action of the Senate in adopting last night the substitute resolution providing for a limited investigation of Mr. Bailey will have.

The Bailey substitute is not as favorable to Bailey as was at first supposed. If the committee should be controlled by anti-Bailey men an investigation of considerable scope may be conducted.

Retiring Lieut. Gov. Well announced the following committee of Senators to investigate the Bailey charges: Green, Senter, Skinner, Bradfield, Greer, Stokes and Looney. Five of them are anti-Bailey men.

There was a popular demonstration for Senator Bailey to-day. Thousands of persons were in Austin to attend the inauguration of Gov. Campbell. No sooner had the inauguration ceremonies ended than the call of "Bailey" was heard from the crowd. The thronging in the Hall of Representatives became demonstrative and order could not be restored until Lieut. Gov. Campbell had left the platform.

GIRL PLUNGER LOST \$7,000.

Says She Speculated Through Defunct Firm of H. H. Hoyt & Co.

The affairs of the defunct firm of H. H. Hoyt & Co., of 44 Broadway, which, the District Attorney alleges, swindled a hundred or more patrons out of an aggregate of many thousands of dollars "through the most vicious and unprincipled bucket shop ever known," got another airing yesterday in the Tombs police court.

The defendants are Harry H. Hoyt, the senior member of the firm, who is now doing a drug business at 634 Tenth street, Brooklyn, and George H. Wolbert of 128 West 100th street, his bookkeeper. They were arrested on January 9 on a charge of grand larceny and had been out on \$1,000 bail each.

A new complainant was Miss Rhe Lorraine of 68 West Thirty-seventh street. She says she lost \$7,000 through the firm. The initial complaint, Samuel A. Jenkins of 141 West Eleventh street, says he lost \$5,000. A score or more additional complainants are held in reserve.

Miss Lorraine made a specific charge of paying, on December 18, 1905, \$120 to the firm at its uptown office to margin 100 shares of Union Pacific. She says she received the usual brokers' receipt showing the stock had been bought through a Consolidated Exchange broker named Conn.

Jenkins put up \$250 to margin 50 shares of the same stock at about the same time and he got his broker's slip announcing the deal complete.

Both H. Hoyt & Co. failed all their books were turned over to the referee in bankruptcy, and when he got through with them only a few weeks ago they got into the hands of the District Attorney.

"And, your Honor," Assistant District Attorney Krotel said to Magistrate Sweetser, "in all my experience I have never seen a set of books so thoroughly dishonest. They are one tissue of forgery from cover to cover. It is on this account I have changed the complaint of last week for forgery in the third degree and I shall insist on heavily increased bail."

They were held in \$4,000 bail each, and both went to the Tombs.

GET AFTER AUTO SPEEDERS.

Colgate Hoyt and W. E. Scarratt Sworn in as Special Policemen.

Colgate Hoyt, president of the Automobile Club of America, and Winthrop E. Scarratt, former president of the A. C. A., were sworn in as special patrolmen yesterday by Commissioner Bingham at Police Headquarters.

Three other members of the club—Albert R. Shattuck, Dave H. Morris and George F. Chamberlain—have made application to become special policemen and will get their badges when they show up at headquarters today.

While the new specials will not have to wear gray uniforms, they will be compelled to report to the Police Commissioner once a month and sign the blotter. They are also under the direct supervision of the Commissioner, who can call upon them in case of a strike or riot to turn out and perform regular police duty. They will carry billy and revolver, just as all other specials are required to do, and if they see any violations of the law, even aside from automobile violations, they will have to make arrests.

All the new specials, with the exception of Mr. Chamberlain, have been presidents of the Automobile Club of America, and all have been active in trying to have violations of the speed laws punished. Several months ago a committee, composed of the five new specials, was appointed to study the situation and to the constant infractions of the speed laws and aid the police in punishing the guilty.

Mr. Scarratt, who is a former special policeman, was appointed to the position by Commissioner Bingham, and it was decided that he be sworn in as specials and make arrests themselves.

Six weeks ago Commissioner Bingham issued a general order giving special patrolmen the same powers as a regular policeman with regard to making arrests.

WOMAN FIGHTS FOOTPADS.

Mrs. Wisner's Pluck and Screams Too Much for Negro Assailant.

BLOOMFIELD, N. J., Jan. 15.—Mrs. Frank Wisner of Bloomfield fought a negro highwayman in Clark street, Glen Ridge, a short distance from her home late last night. She was returning from a call at the home of a friend when the man jumped from behind a tree and struck her on the left side of the face, breaking three of her back teeth and bruising her severely.

Mrs. Wisner fell but leaped to her feet and grappled with her assailant. She struck him again and again but he threw her to the ground and was choking her when her screams alarmed him and he fled up Clark street toward the Lackawanna Railroad in Glen Ridge and disappeared in the darkness.

Search was made for the negro soon after dark by Mr. Wisner, but he could not be found. It is believed that the negro intended to rob Mrs. Wisner.

New Investment Plan.

The Title Guarantee and Trust Company is now offering through the New York Investment Corporation, organized especially for this purpose, an investment of \$1,000 and \$500.

These certificates are secured by first mortgages on New York City real estate, with payment of interest and principal guaranteed by the Bond and Mortgage Guaranty Company, and are in full payment of 4 1/2%.

For a safe, non-fluctuating investment this is unequalled. Full information upon application.

TITLE GUARANTEE AND TRUST CO.

Capital and Surplus, - \$11,500,000

170 Broadway, New York.

250 Fifth Street, Jamaica.

Brooklyn, Banking Dept., 128 Montague St.

COUNTERS NOW UNDER WAY.

Mutual inspectors canvass 2,000 Votes—Still Run 655 a Day.

The five \$35 a day inspectors who have undertaken to count the 20,000 ballots cast in the Mutual Life election started out at a terrific clip yesterday, canvassing more than 2,000 ballots in the course of the day. The best previous record for any one day was 100 votes. On Monday the inspectors succeeded in counting only six before an argument arose which consumed the rest of the working day.

Of course, the Mutual inspectors expect to go faster now that they have got a start. They deny that the counting of the ballots will take them until July 1.

As nearly as can be figured out now each vote counted in the Mutual this far cost has the policyholders about \$5. The inspectors' fees alone amount to \$175 a day. More than \$100 a day is paid to expert accountants; a secretary to the inspectors draws about \$20 a day and the firm of sixty clerks who draw pay. Besides all this, there is the expense of stationery, luncheon for the inspectors and private detectives who are employed to guard the ballots at night.

It is estimated that the ballot counting process in the Mutual since December 18 has cost the policyholders more than \$10,000. The force of girls in the Mutual was out considerably yesterday. One report had it that several were found to be suffering from color blindness. Of course their services under the Mutual system, which is being followed by the Mutual inspectors would be worthless if they were afflicted in that way.

The New York Life inspectors aren't following out any color scheme in their work. They have rigged up a plan of their own, and haven't canvassed a single vote yet. But they say they will leave the Mutual inspectors away behind when they once get down to the real counting process.

The New York Life inspectors have been spreading all their time thus far in "geographizing" the ballots. They finished that yesterday, and to-day they will begin on the alphabetizing, and then the count. The count, of course, is what will tell just who has been elected.

EMMA GOLDMAN DISCHARGED.

No Evidence That She Committed a Crime Under the Anarchy Law.

Emma Goldman, who was arrested while speaking at a meeting of anarchists in Clinton Hall on January 8, was discharged by Magistrate Moss in the Essex Market police court yesterday morning on the recommendation of the District Attorney, John Corryell, chairman of the meeting, and Alexander Berkman, who were arrested at the same time were also released from custody.

The complaints had been made by a detective who took down in shorthand certain of Emma Goldman's utterances. These the District Attorney presented to prove criminal anarchy under the statute passed after President McKinley's assassination.

The opinion of the District Attorney's office, written by Acting District Attorney Smyth, says:

It would be entirely unreasonable to hold any defendant for criminal anarchy on the basis of any isolated utterance, and, in fact, speech, no matter how anarchistic such separate sentences might be.

Whether or not criminal anarchy is taught must depend upon the effect of the speech as a whole, and not upon isolated sentences. If the officers in this case were able to report the speech as a whole it might be possible to determine whether or not any doctrine of criminal anarchy was inculcated. From such extracts as were given no such conclusion can be reached. The extracts given in evidence not only fail to prove any serious attempt to teach criminal anarchy, but on the contrary are so ridiculous and meaningless as to be entirely harmless, and should not be dignified by criminal prosecution.

MINERS' UNION DECLINING.

Fewer Than Half the Usual Number of Delegates at Convention.

INDIANAPOLIS, Ind., Jan. 15.—The eighteenth annual convention of the United Mine Workers of America was called to order this morning at 10 o'clock by President Mitchell.

The present convention is not more than half as large as usual. An officer of the organization said to-day that many locals had failed to send delegates because of lack of funds and indifference as to what the convention does. He declared that nearly half of the delegates here now are strikers.

The situation in the anthracite fields, as according to Mr. Mitchell, the worst for years. In his discussion of this phase of the situation, he says in part:

"By referring to the table of membership by districts for December it will be noted that we have sustained a net loss in one year of 22,220 members. What causes there can be for this indifference and negligence of the anthracite mine workers I am unable to say."

SET CONSUMPTIVES' HOME AFIRE.

Four Porters Arrested—They Were Discharged for Breaking the Rules.

Four men were arrested by Central Office detectives yesterday on suspicion of having set fire to the Montefiore Home for Consumptives at Bedford street. The suspects were taken at the Grand Central Station after the superintendent of the home, Dr. L. Rosenberg, had telephoned to the police that he had been on the lookout for them.

The prisoners, who are now locked up at Police Headquarters, had been employed at the home as porters, and yesterday they were discharged for breaking the rules of the institution. According to Dr. Rosenberg, the men went to the village and after imbibing pretty freely returned to the home ostensibly to pack up their effects. While in the dormitory, which adjoins the main building, it is alleged, they saturated rags with kerosene oil and set fire to the building. The discovery of the blaze by the housekeeper saved the building from going up.

At Police Headquarters the prisoners said they were Hans Schraffer, 25 years old; Anton Vankovsky, 30 years; Rudolph Yunker, 21 years, and a fourth, 20 years. All said they lived at Bedford street.

FIRST SOCIETY SHOW DAY.

INCREASED ADMISSION HAS LITTLE EFFECT ON CROWD.

More of a Dress Parade in the Garden, but Visitors Show Discrimination in Examination of Cars—The Growing Magnificence of the Electric Machines.

Yesterday was the first day of the "dollar days" at the seventh annual automobile show in Madison Square Garden, but the doubled price of admission did not have any apparent effect on the attendance figures, except perhaps there were not quite so many sightseers during the afternoon. In the evening, however, it seemed as if the raised admission price had really been the means of bringing more visitors than ever into the building.

It was noticed last night that most of the visitors seemed interested in hardly anything but pleasure cars—those shown on the main floor, elevated platform and in the room off the foyer where only electric vehicles were displayed. There were, of course, a number of dyed in the wool enthusiasts, who roamed over the entire building, inspecting exhibits of tires and accessories, but the main body of those who paid their dollar a head devoted scarcely any attention to anything but the cars or the other visitors.

The raised admission price was established in an effort to keep away the merely curious for two of the six full days the show runs, in order that prospective buyers might have an opportunity to examine machines they were interested in without being pushed around by a mob of other visitors who came to see the show as a spectacle, but without any intention of buying automobiles. It seemed, however, that it had the opposite effect, for without question there was a large attendance last night of the same class of people who go to the horse show or grand opera more to look at the box holders than to watch the horses or listen to the singers.

It was certain that a greater percentage of last night's visitors were garbed in evening dress than was the case on either Saturday or Monday evening, and that several well known society leaders whose faces have become familiar from frequent publication of their photographs were repeatedly pointed out to out of town visitors by their companions who reside in this city.

It seemed as if a great many of those who went to the show last night or yesterday afternoon have attended the Paris Salon, for repeated requests were made that bonnets be removed from completed cars, and a great deal of intelligent interest was evinced in the various chassis that are shown.

One man, who has been an automobilist ever since there were any automobiles, remarked last night that a great many of the exhibitors in the Garden seemed to think that most of the visitors who would come to the show would be women, for they showed so many cars with limousines or landaulet bodies and so comparatively few chassis. At the Paris or London shows most every booth had a chassis on exhibition and some of the larger ones had several chassis of every different model made by the exhibiting firm.

He continued by saying that this divergence represented the principal difference, to his mind, between the American and foreign automobile shows. To him it seemed as if the American was making a mistake by not devoting more of the show space to the display of chassis, as after all it is the chassis that is the vital part of an automobile and what a man gets for his money, though, to be sure, he can put a lot of money into an elaborate body he so desires.

For small, inexpensive cars that have all of their working parts either under the bonnet or beneath easily removed footboards there is no necessity for showing a chassis, but for a big, high priced car of the type which predominates in the Garden the working parts of the machinery cannot be shown except by a chassis. By so doing it was all very well to take the bonnet off a car so that the engine could be seen, but that a very great many present day buyers wanted to see the gear box and have a look at the transmission.

A friend who was with the old timer suggested that any one who was enough interested in a machine to look at it, should get a gear box and transmission could go to the local salesroom and look them over at his leisure. This was admitted, but with the qualification that the man who had sufficient money to buy high priced cars did not have enough spare time to go around visiting the salesrooms and that very often men might become interested in some particular make of car if they saw a chassis of it at the show but who would not take the trouble to attend to the details of the machine. It was the contention of the man who has bought cars for years that beautiful chassis are not the thing to look at, not sell cars, as was the case a few years ago, as men of means are becoming better posted regarding the mechanical parts of machines and therefore want to see what makes the wheels go round.

Another visitor last night who confessed that he was an automobile show habitué in an exaggerated form, making pilgrimages to Paris and even going to Berlin for this winter's show, said that he had been disappointed at the lack of a ceremony when the show opened on Saturday night.

"Why, there was not as much ceremony as there is at a wedding," said he, "and yet I've been told that \$75,000 was spent in decorating the building for these six days and the three hours that it was open on Saturday night. There are almost a million dollars worth of automobiles shown here, besides the tires and accessories exhibits, and yet the only formality about the opening of the show is the making of a toast by the Mayor of the city and the Mayor of the State, and the diplomat from Washington, for whose arrival a few extra lights were strung."

At Paris the Salon is officially opened by the President of the French Republic, who walks around through the Grand Palais and the Champs Elysees, and the exhibit that attracts his attention. The Berlin show is also opened by some one high in authority, generally a member of the royal family.

At Paris the Mayor of the city is induced to give his approval to automobiles and open the show, yet he does not have the Mayor of the State, and the Mayor of the city launch the undertaking on its way instead of merely opening the doors and turning on the lights. In Paris not only does the Mayor of the State, but the Minister of Commerce preside at the banquet given to mark the close of the exhibition.

If the commercial vehicle and accessory sections of the show were a trifle neglected last night this was more than counterbalanced by the great amount of interest shown in the electric pleasure machines. These cars grow more magnificent in their finish and furnishings with each succeeding year, and as they are least adapted for town use, are greatly in demand by women.

As a matter of fact, some of these cars have had enough money spent on their equipment to buy small private automobiles, and in at least one instance an electric machine has been brought out which at first glance looks like one of the modern high priced models.

McInnes, a high priced salesman, said that he has become so popular in the last few months. Several sales of the most elaborate type of electric machines were reported last night, as well as a number of the smaller runabouts which are so suited for fair drivers on account of their simplicity and freedom from noise that is so often associated with a gasoline machine.

Those interested in the six cylinder type of gasoline engine had two more examples of this principle of construction to examine yesterday, as the Fiat and Darracq machines were put on exhibition. The Fiat cylinder engine is a beautifully polished chassis, while the Darracq engine is in a completed car. Both of them received a great deal of attention all day yesterday and last night.

AMONG THE AUTOMOBILISTS.

BIG DEMAND FOR SPACE IN CHICAGO SHOW.

Eighty Thousand Square Feet Not Enough for 800 Exhibitors—Many Makers of Cars and Parts Left Out in the Cold—Nebraska's Naturally Good Roads.

Eighty thousand square feet of space will be used by exhibitors in the Chicago automobile show, to be held in the Coliseum and the First Regiment Armory the week of February 2 to 9. Although this is asserted to be 25 per cent. greater than the space in the Coliseum will display, in this city, not even excepting the St. Louis fair, the demand for space is far from being satisfied. There will be about 300 exhibitors, rather more than last year, and there are now on file applications from ten makers of motor cars and over sixty makers of parts and accessories who, having neglected to file their applications in October, have been unable since to look at the space in the Coliseum will display, in this city, not even excepting the St. Louis fair, the demand for space is far from being satisfied. There will be about 300 exhibitors, rather more than last year, and there are now on file applications from ten makers of motor cars and over sixty makers of parts and accessories who, having neglected to file their applications in October, have been unable since to look at the space in the Coliseum will display, in this city, not even excepting the St. Louis fair, the demand for space is far from being satisfied.

Dr. Aldo Weisskopf, who drove a Fiat racer in the Vanderbilt cup race last fall, is spending the winter in India with a party of friends.

While Nebraska has a small mileage of public roads relatively, it is said that in no other State are the natural roads so good. Even those wholly unimproved owing to the peculiarities of the soil, are never so muddy as to interfere with traffic. Nebraska has 3,442 miles of public roads, which, according to statistics gathered by the Department of Agriculture, are the best in the country. They are made of stone and six miles with gravel mixtures. With these insignificant exceptions, the roads of Nebraska are the best in the country.

Upon the natural prairies, the soil of which readily absorbs water in rainy weather and one mile of road to every thirty miles of land, the water is not so much a problem as it is in the States where the soil is so sticky. In this way the taxes levied for the purpose are spent, rather than in more costly methods, such as the use of gravel or concrete.

Nebraska has one mile of road to every thirty miles of land, which is a very good thing. The county board may annually make other levies for the purpose not to exceed five miles of the road to every thirty miles of land. The road tax is levied by the county commissioners, and one-half of that collected in the towns and cities goes to the road fund of the towns and one-half to the county. Nebraska has the lowest tax for road purposes, which applies to every able-bodied male citizen, between the ages of 21 and 50 years, residing outside the limits of incorporated towns and cities, and each is required to work two days in the year or pay \$1.50 or pay \$3 in cash into the county treasury. The amount realized for road purposes in Nebraska last year was \$28,547, or 8 cents to each inhabitant.

A pleasant little exchange of felicitations between M. A. Darracq, the famous French designer, and Henry Ford, the famous American maker of automobiles, is the friendly attitude existing in the motor industry. Henry Ford has been the recipient of a widely published interview with Mr. Ford touching on the outcome of the last Vanderbilt race, in which Ford's car won, and narrowing it down to the winner, highly praised the Darracq product. Mr. Ford gave the article to the European journal for publication, and it was widely read and commented on abroad.

In acknowledgment of this courtesy on the part of Mr. Ford, Mr. Darracq wrote his American confreres as follows: "I have been deeply touched at the congratulations which you have been good enough to extend me on the occasion of the victory of our car in the Vanderbilt cup race. Your praise is the more appreciated as it emanates from one whose reputation is well known in Europe. I wish to express my sincere thanks for the sentiments which you have so kindly expressed, and I hope you will be represented and that the meeting will always be a friendly and sportsmanlike affair as in the past. I thank you again for your kind words and send you in return my best wishes."

Two things greatly conduce to the certainty and expedition of any repairs to the ignition system of the multicylinder engine. They are, first, an absolute understanding of the wiring and a memory capable of retaining the order of firing and the position of the contacts and connections belonging to the various cylinders. To assist the beginner and to save him the trouble of looking up the order of firing, it is well, first of all, to mark the order of ignition plainly in some label on the wiring. In fact, such a label is a bad thing to carry the year round. Instances are not unknown where several days have been spent in looking for causes for firing irregularities that were corrected in ten minutes with a piece of wire and a pair of pliers.

A leaky radiator is one of the hardest things to overcome, if not seen to the makers. Not one thing in a thousand is equipped, let alone qualified, to correct the fault where the radiator is one of the cellular type. As a rule the leak is very minute and the water works its way along the many small ridges until its source is lost. If the leak is of the pin point kind it can be fixed at almost any point along the road as well as in the garage by inserting a handful or two of bran. An immediate closure must not be extracted, as it will take some time for the bran to float to the proper point. Sawdust has been known to cure the leaks, but it has the fault of forming a crust in the pump, to the detriment of the latter. Even when bran is used if there is a pump in the water circuiting system it will be well to look at the pump after the leakage has stopped, to clean out any deposit that may clog at any point in the working.

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